

CJA

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COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

September 9, 1983

CIA Expansion  
Fairfax County

Mr. John Fowler  
Dewberry and Davis  
8401 Arlington Boulevard  
Fairfax, Virginia 22031

Dear Mr. Fowler:

Enclosed is a copy of the traffic data that will be used to develop the design alternatives connected with the CIA expansion. Please substitute this information for that previously furnished.

Very truly yours,

*H. M. Shaver, Jr.*

H. M. Shaver, Jr.  
State Location and  
Design Engineer

cc:

CIA-w/enclosure

OL 20670-83

File: \_\_\_\_\_

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## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET  
RICHMOND, 23219

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DIRECTOR OF PLANNING AND PROGRAMMING

RICHARD C. LOCKWOOD  
TRANSPORTATION PLANNING ENGINEER

September 7, 1983

CIA Expansion  
Fairfax County

#### MEMORANDUM

To - Mr. H. M. Shaver, Jr.

Attached is a complete set of the projected traffic volumes to be used in the CIA Expansion Study. This traffic supercedes all data previously provided and includes additional sketches showing all CIA expansion traffic accessing the site via the G. W. Parkway as discussed at the August 25th meeting.

If you have any questions concerning this data, please call Mr. Jerry Boseman on extension 64739.

R. C. Lockwood  
Transportation Planning Engineer

Attachment

CBV/vv

cc: Mr. D. E. Keith w/attachment  
Mr. W. C. Jeffrey  
Mr. R. L. Perry

①

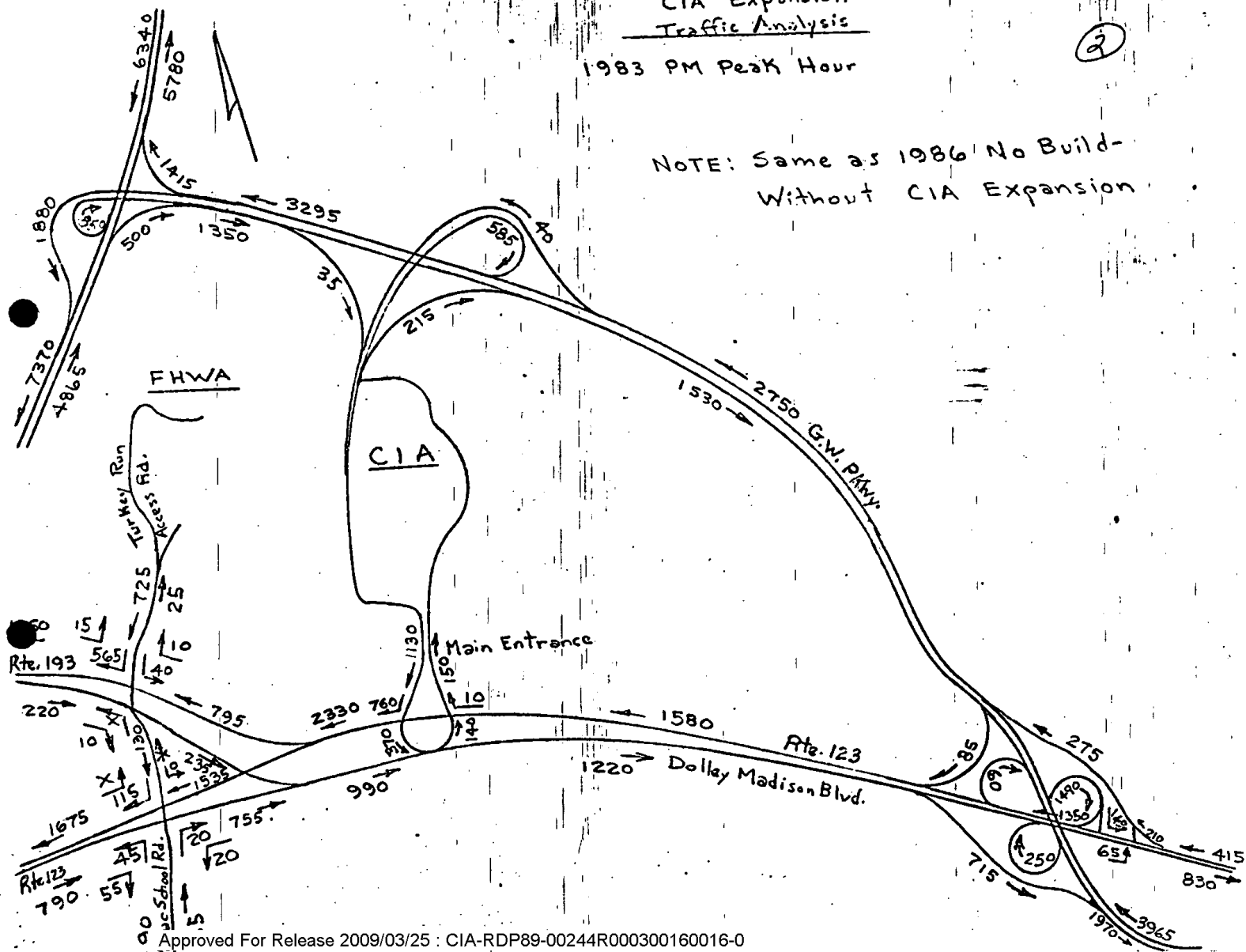
[illegible]

CIA Expansion  
Traffic Analysis

1983 PM Peak Hour

(2)

NOTE: Same as 1986 No Build-  
Without CIA Expansion

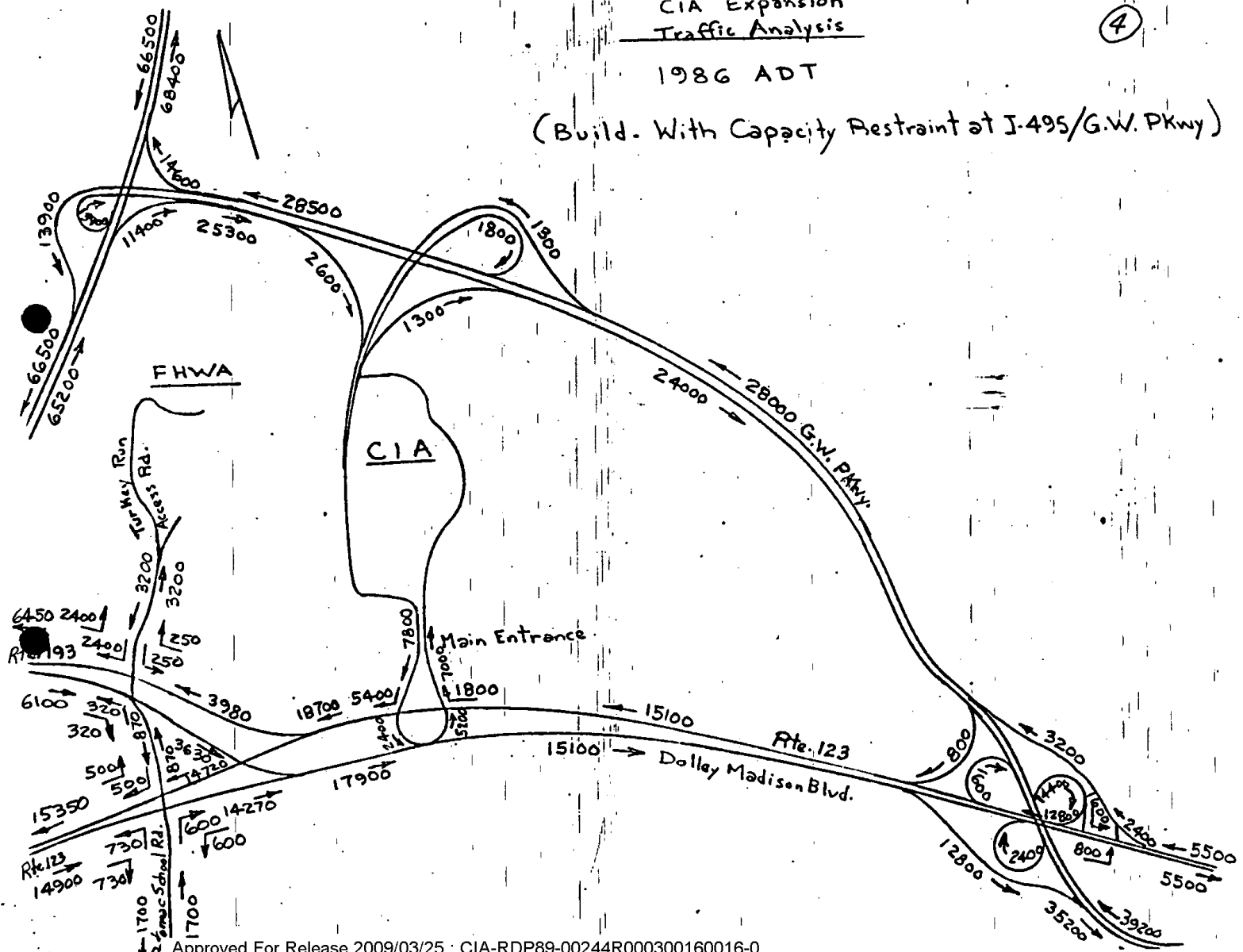


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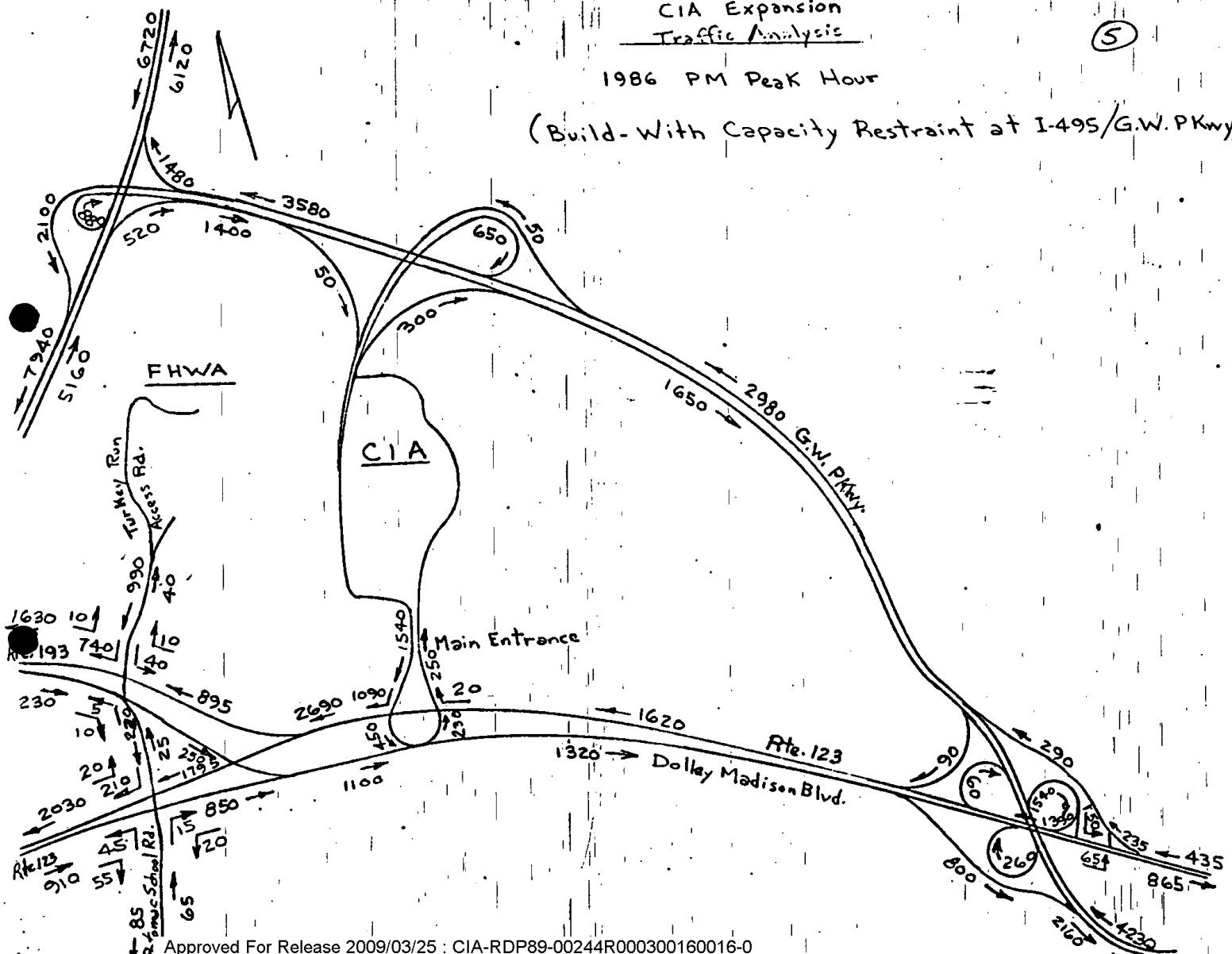
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④

(Build. With Capacity Restraint at I-495/G.W. Pkwy)

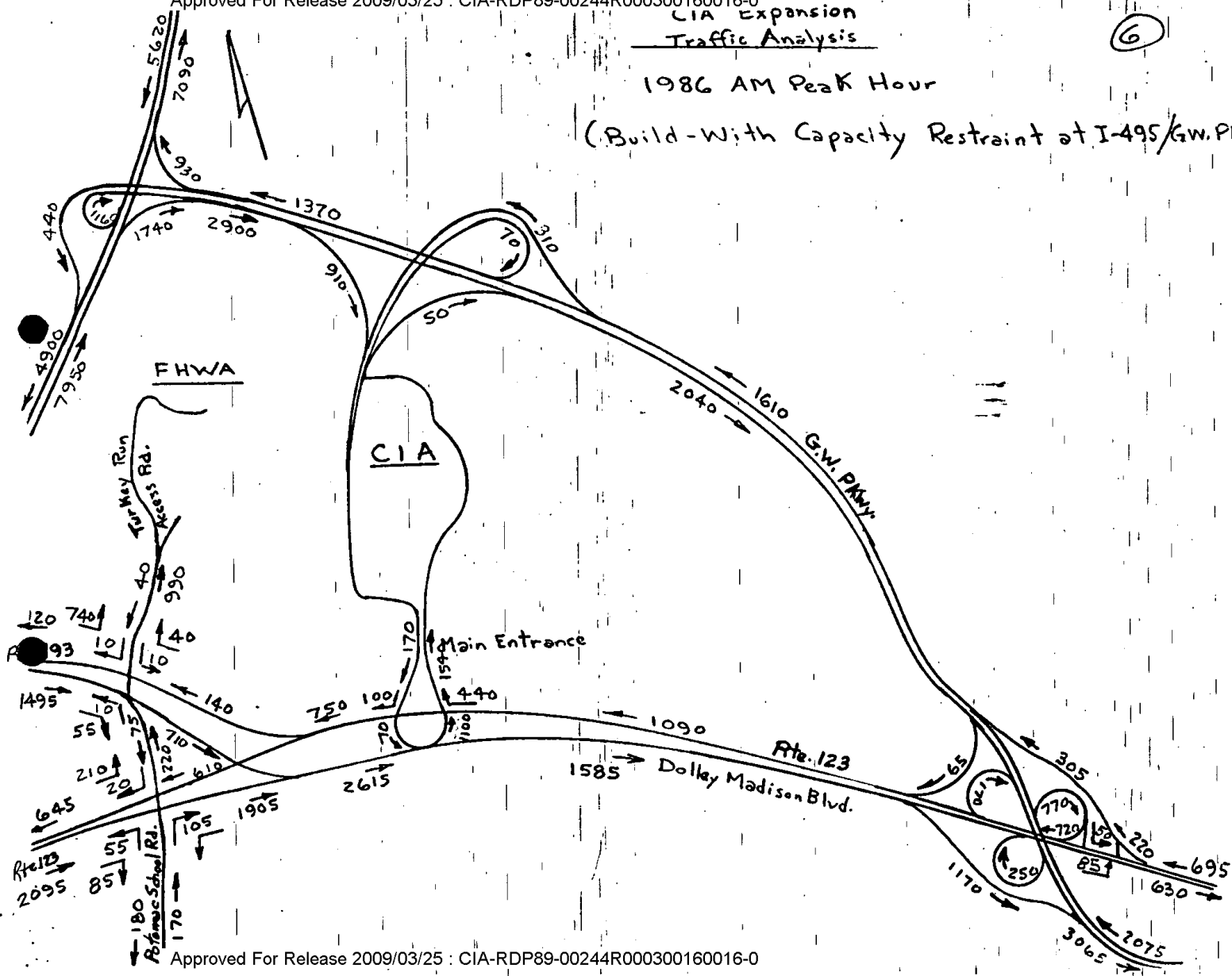


(Build- With Capacity Restraint at I-495/G.W.Pkwy)



(Build-With Capacity Restraint at I-495/Gw. Pkwy)

6



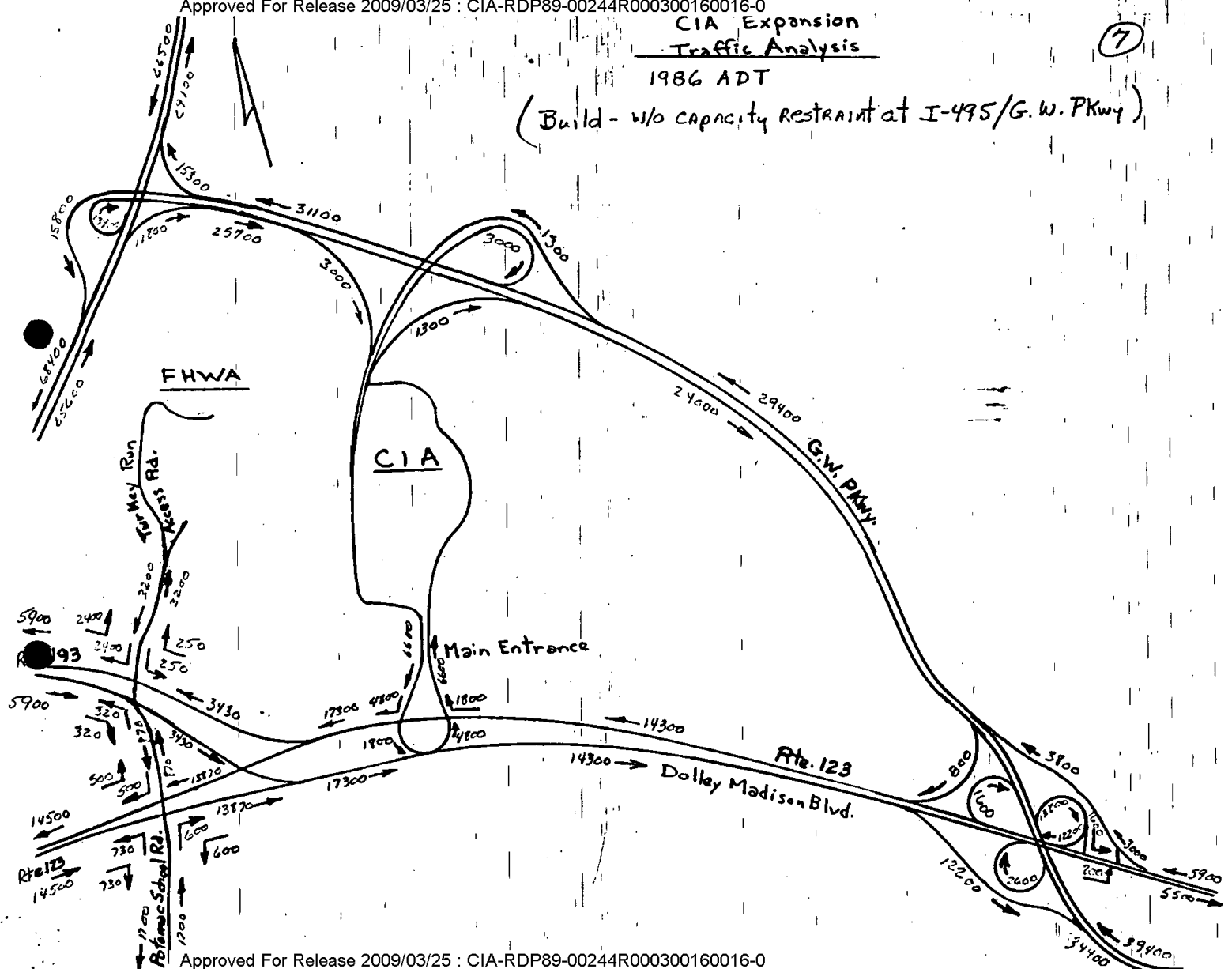


CIA Expansion  
Traffic Analysis

1986 ADT

(Build - w/o capacity restraint at I-495/G.W. Pkwy)

⑦



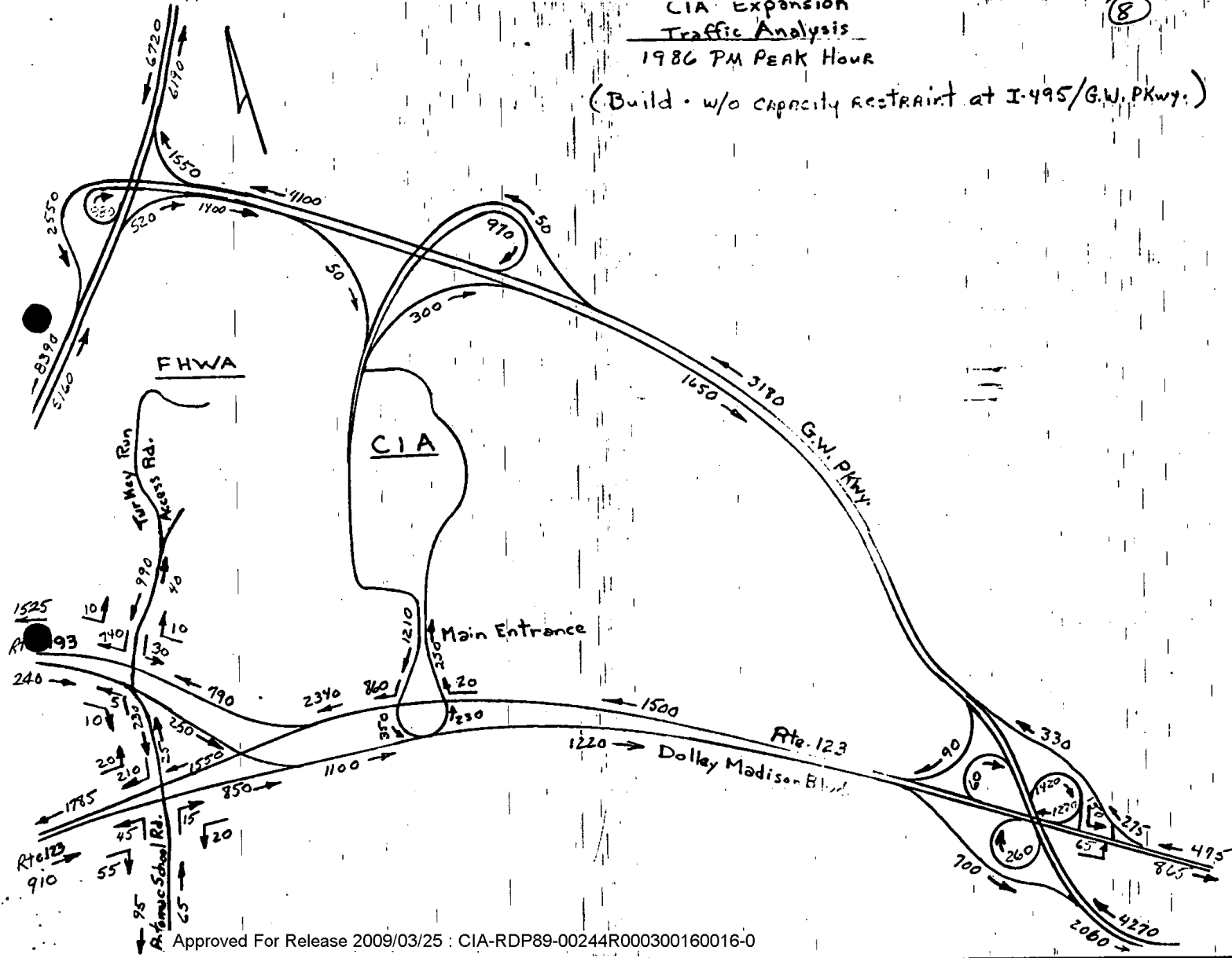
CIA Expansion

Traffic Analysis

1986 PM PEAK HOUR

(Build - w/o capacity restraint at I-495/G.W. PKWY.)

(8)

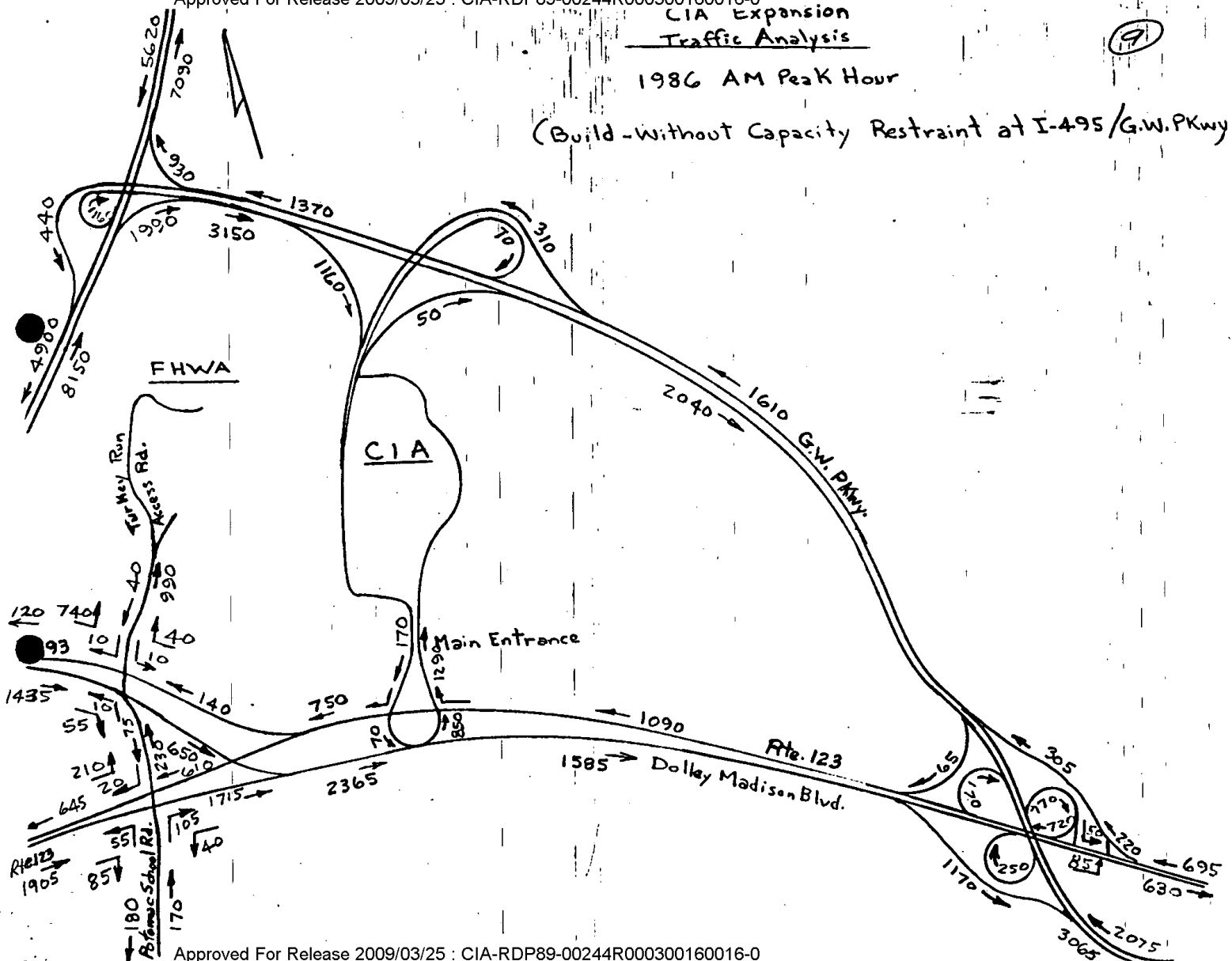


CIA Expansion  
Traffic Analysis

1986 AM Peak Hour

(Build-Without Capacity Restraint at I-495/G.W.Pkwy.)

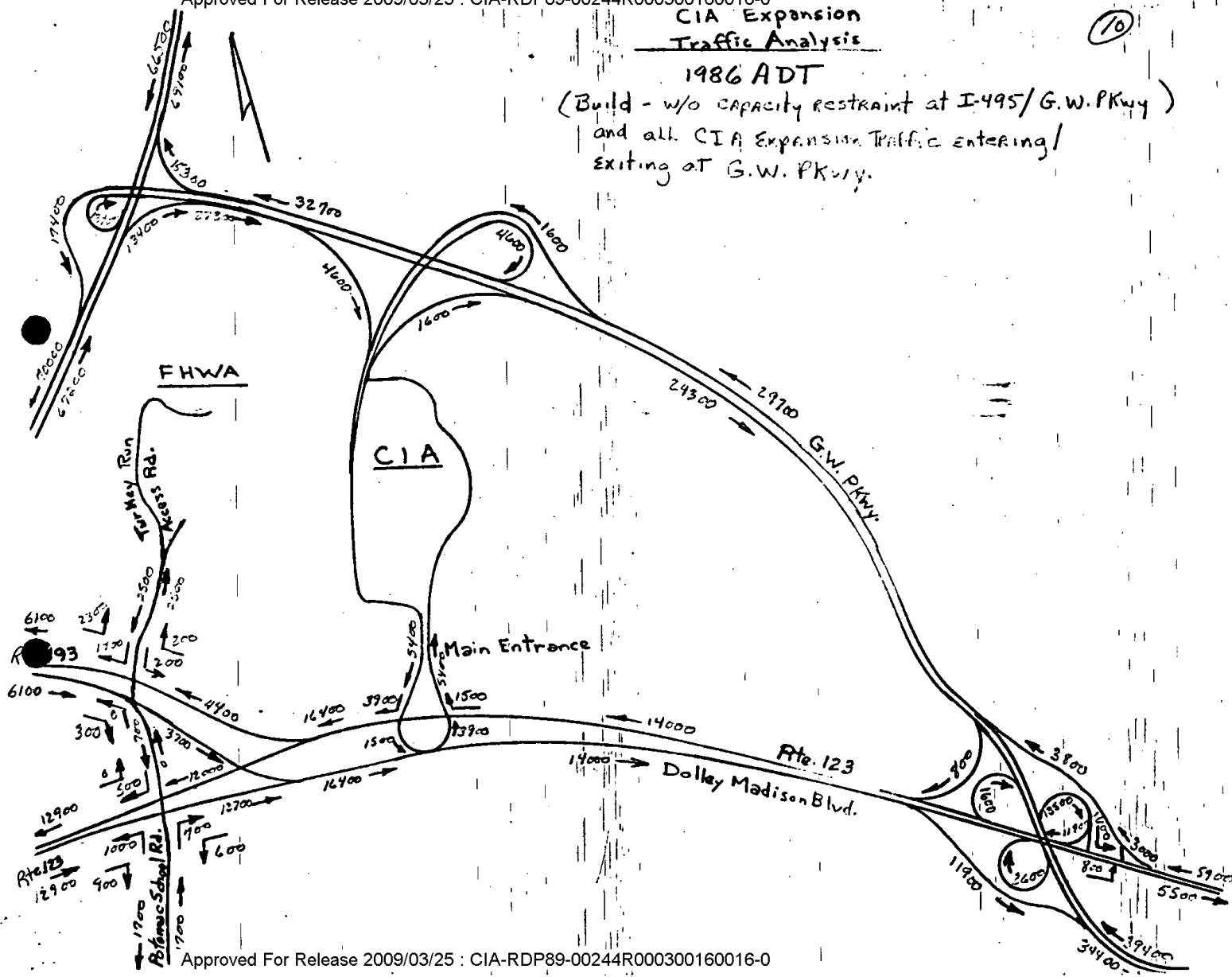
(9)



1986 ADT

(Build - w/o capacity restraint at I-495/G.W.Pkwy)  
and all CIA Expansion Traffic entering/  
exiting at G.W. Pkwy.

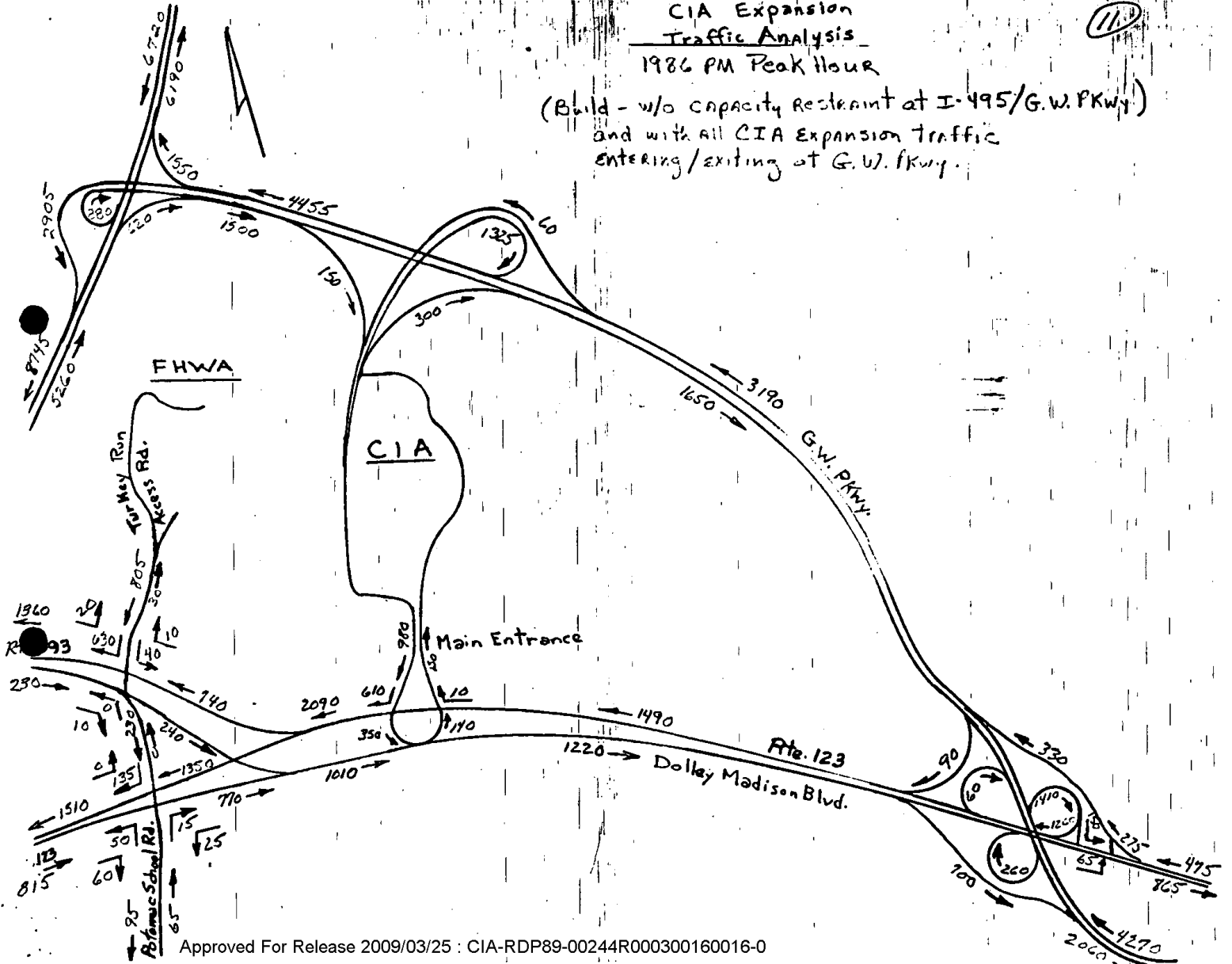
10



CIA Expansion  
Traffic Analysis  
1986 PM Peak Hour

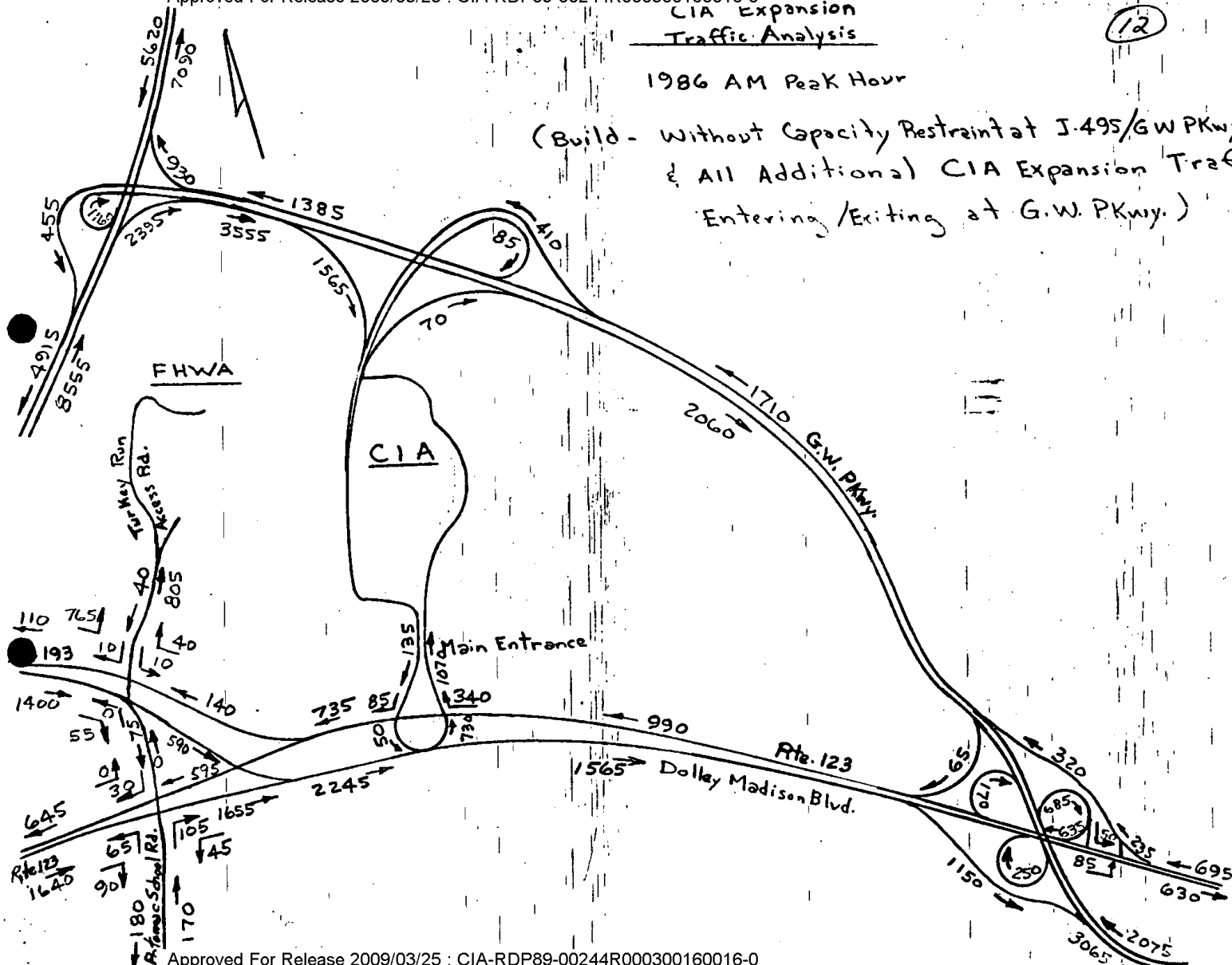
(Build - w/o capacity restraint at I-495/G.W. Pkwy.)  
and with all CIA Expansion Traffic  
entering/exiting at G.W. Pkwy.

(11)



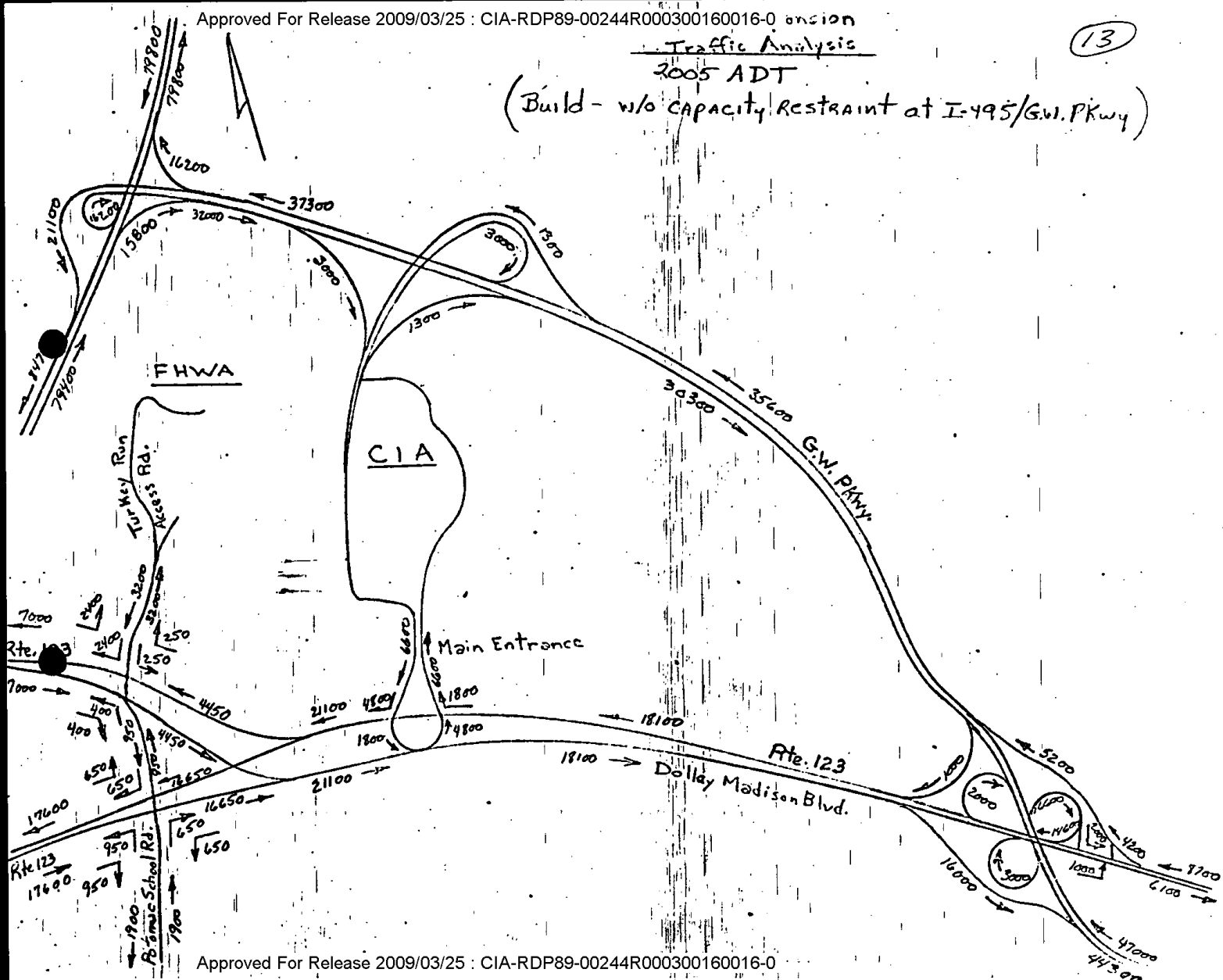
12

(Build - Without Capacity Restraint at I-495/G.W.Pkwy.  
& All Additional CIA Expansion Traffic  
Entering/Exiting at G.W.Pkwy.)



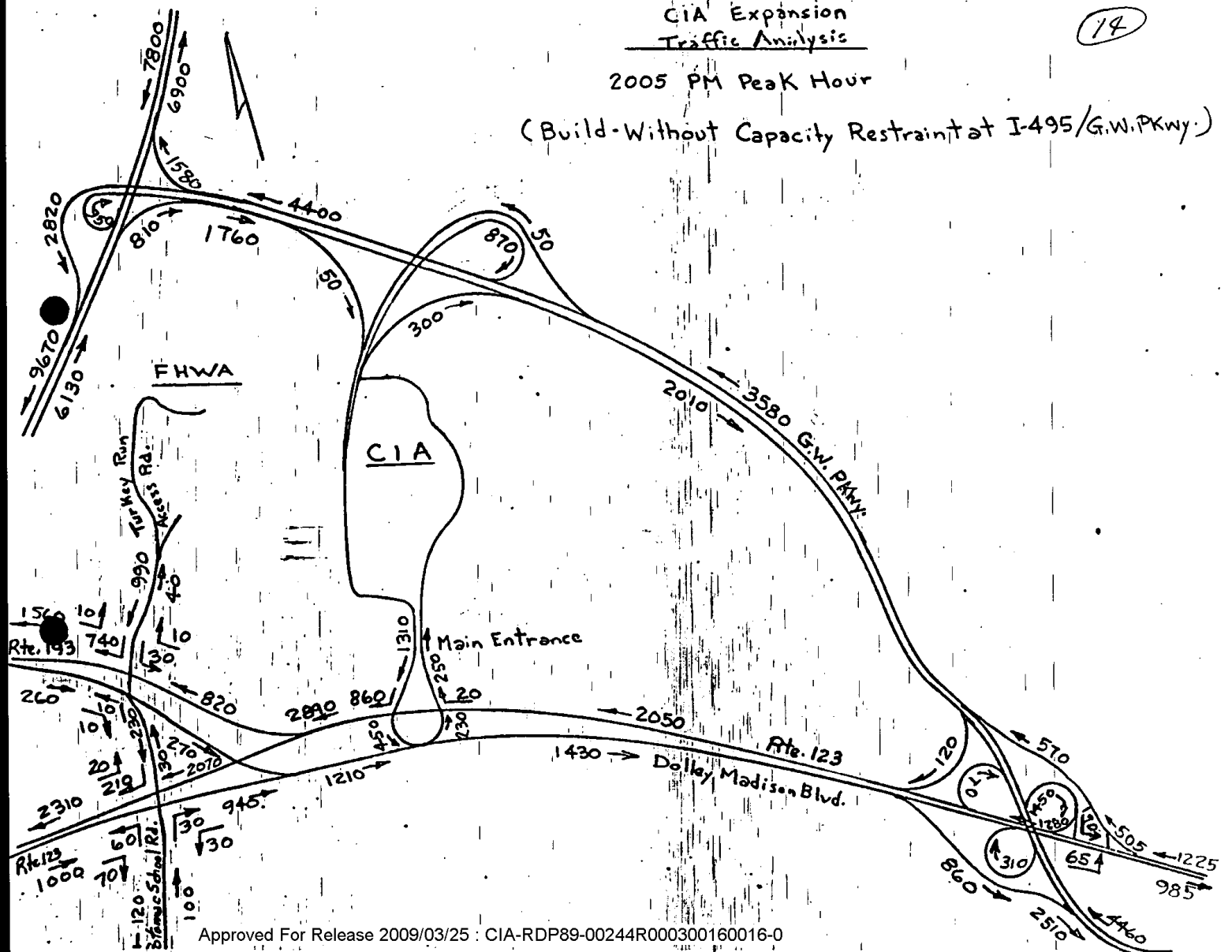
2005 ADT

2005 ADT  
(Build - w/o capacity restraint at I-495/G.W. Pkwy)



(Build-Without Capacity Restraint at I-495/G.W.Pkwy.)

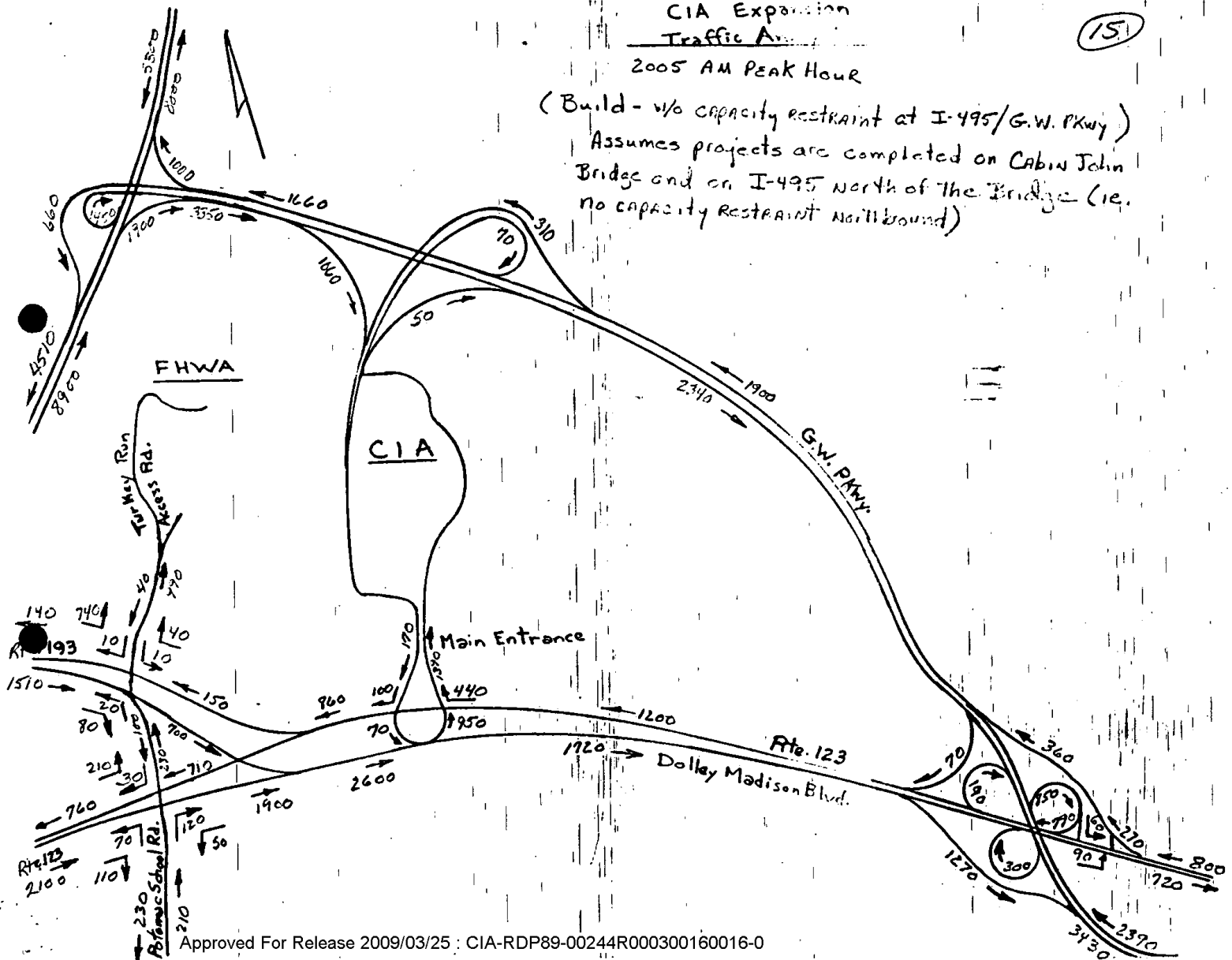
14





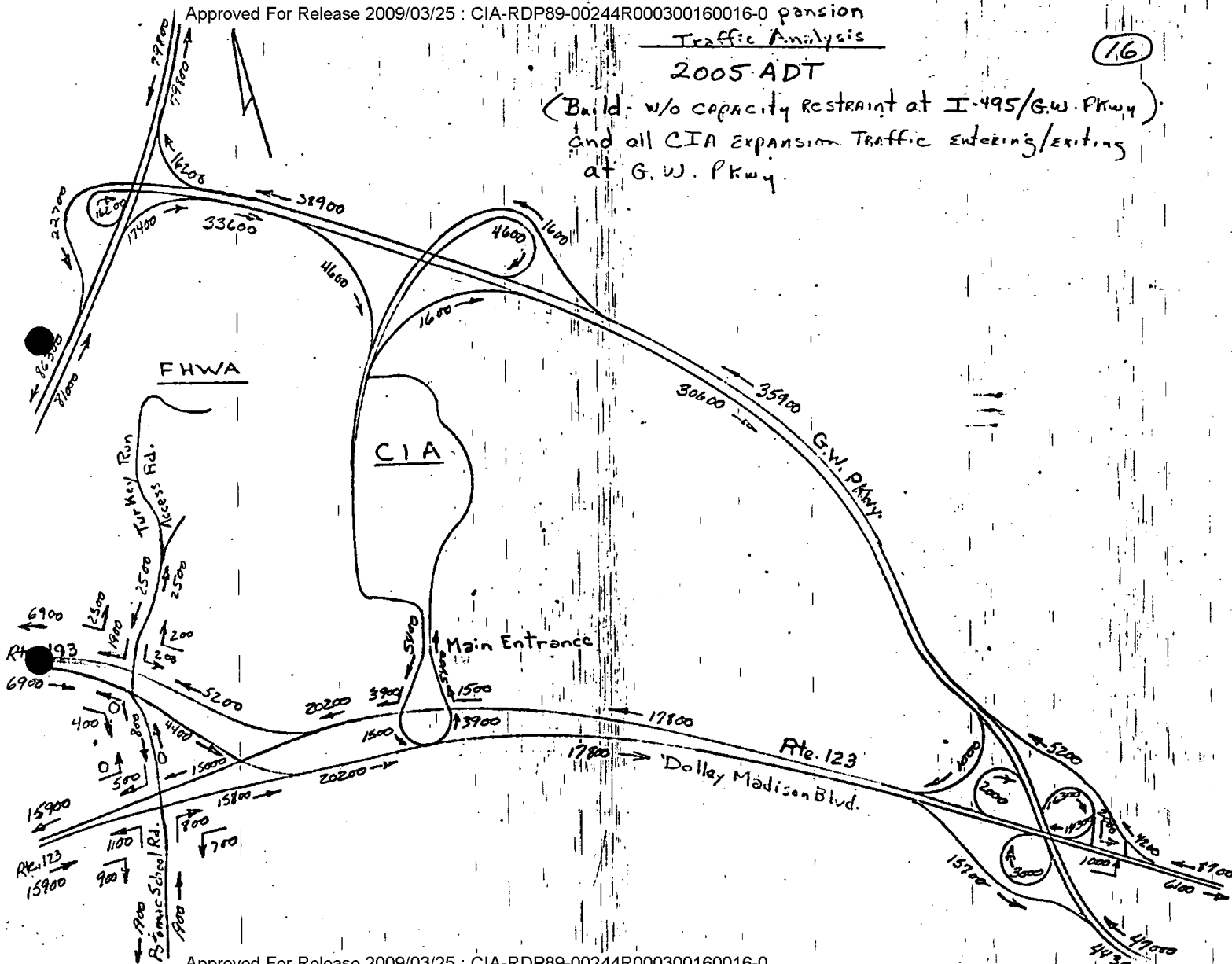
15

(Build - w/o capacity restraint at I-495/G.W. Pkwy)  
Assumes projects are completed on Cabin John Bridge and on I-495 north of the Bridge (ie. no capacity restraint northbound)

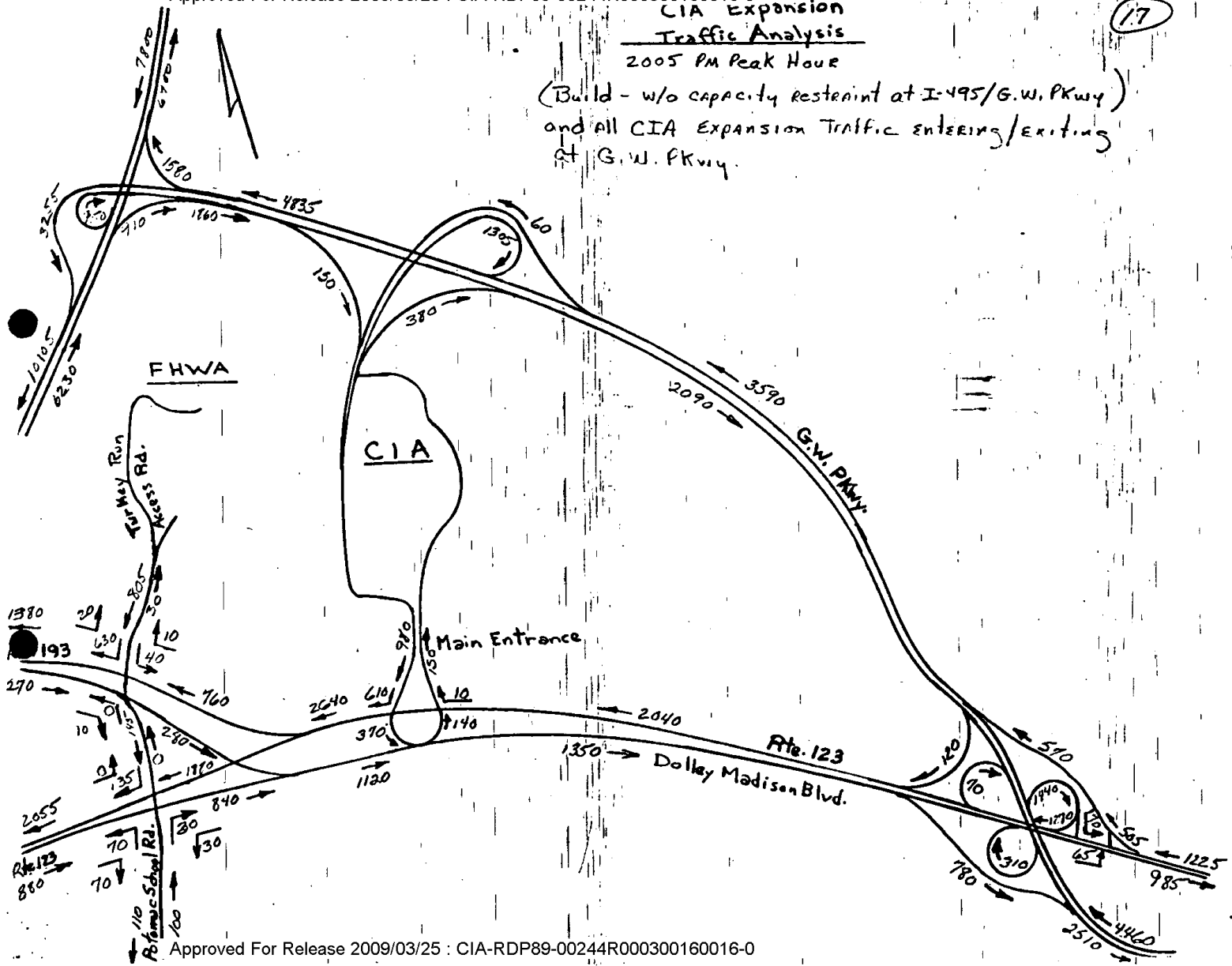


(Build w/o capacity restraint at I-495/G.W. Pkwy)  
and all CIA expansion Traffic entering/exiting  
at G.W. Pkwy.

16



17

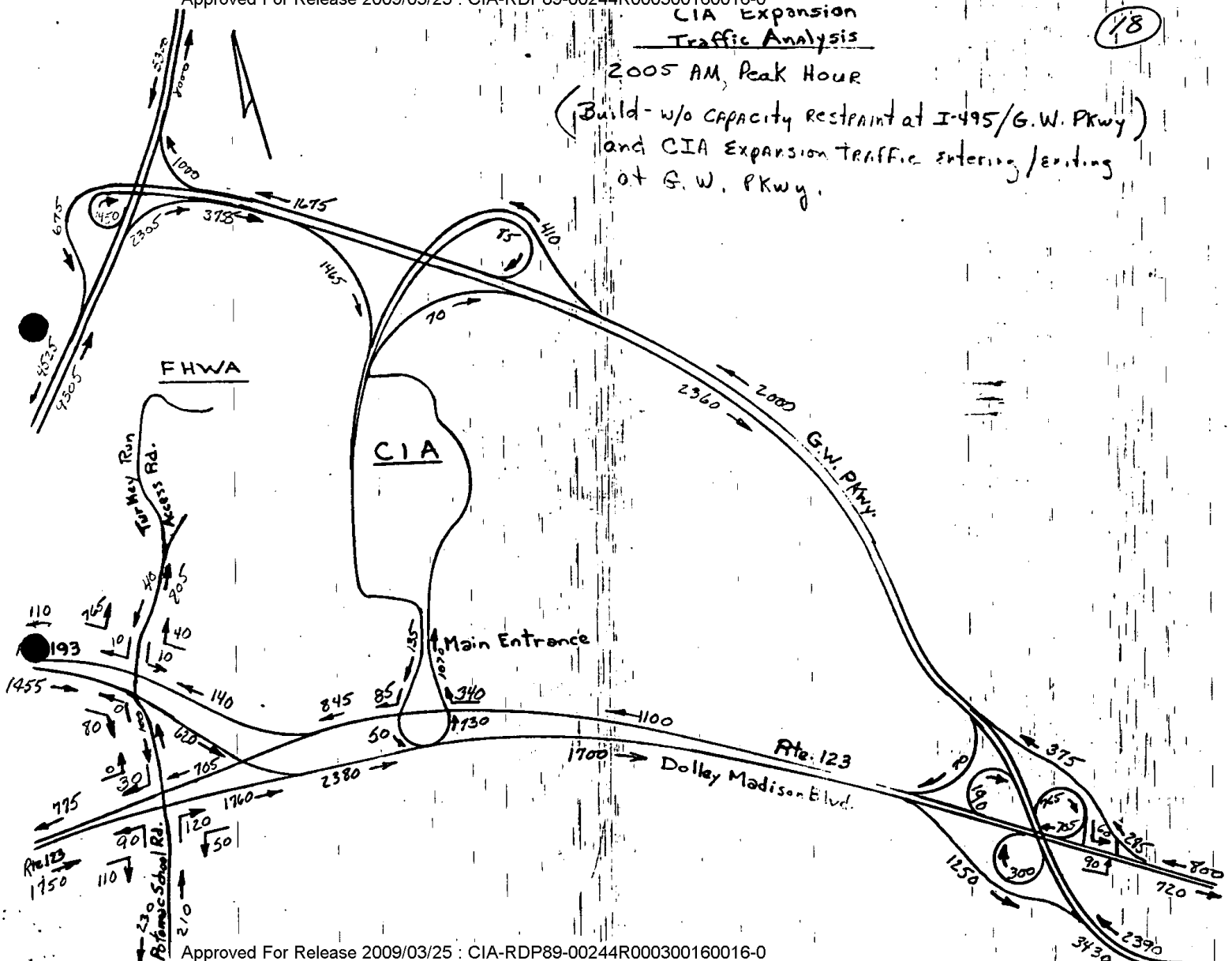


CIA Expansion  
Traffic Analysis

(18)

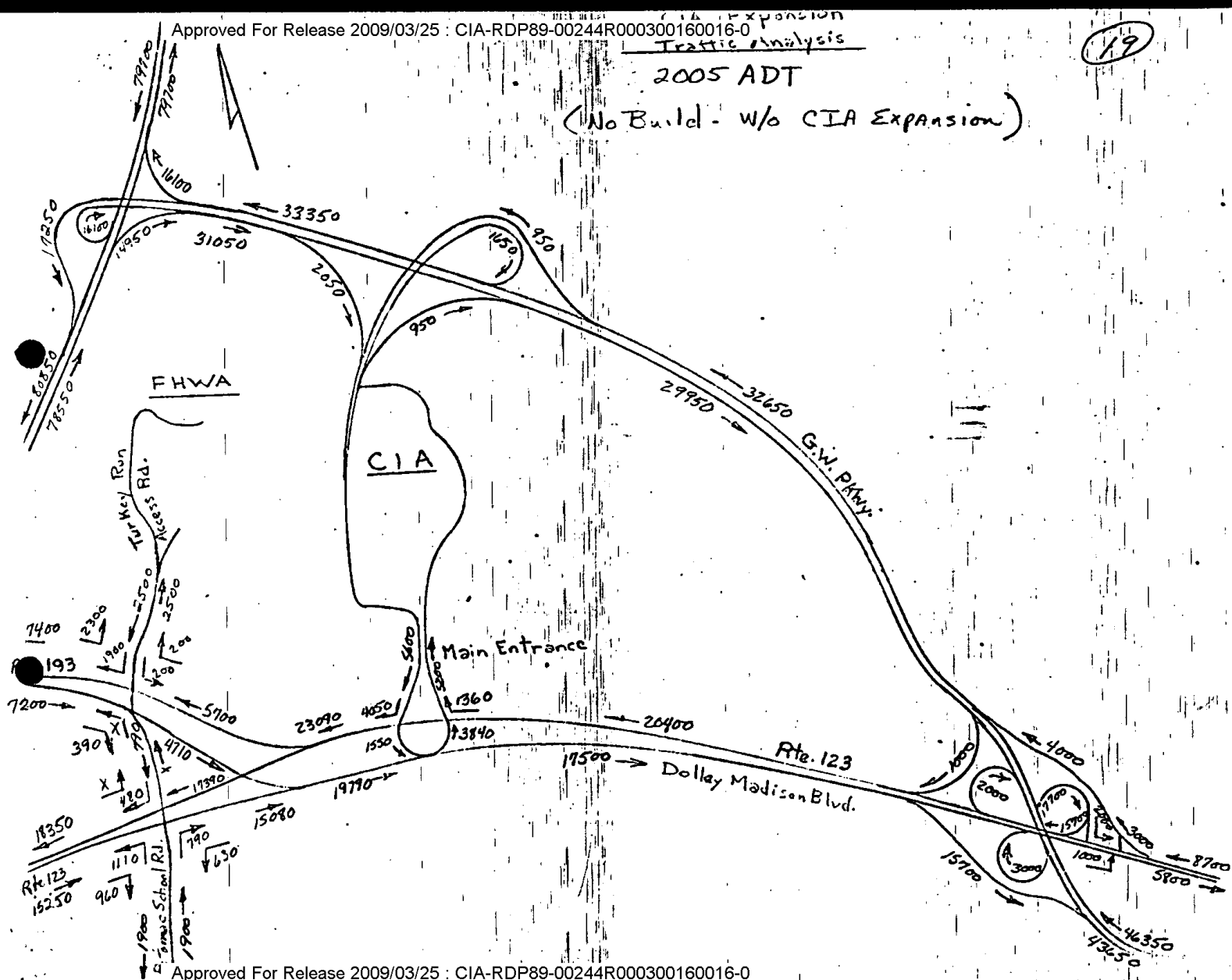
2005 AM, Peak Hour

(Build - w/o capacity restraint at I-495/G.W. Pkwy)  
and CIA Expansion Traffic entering/exiting  
at G.W. Pkwy.



(No Build - w/o CIA Expansion)

19

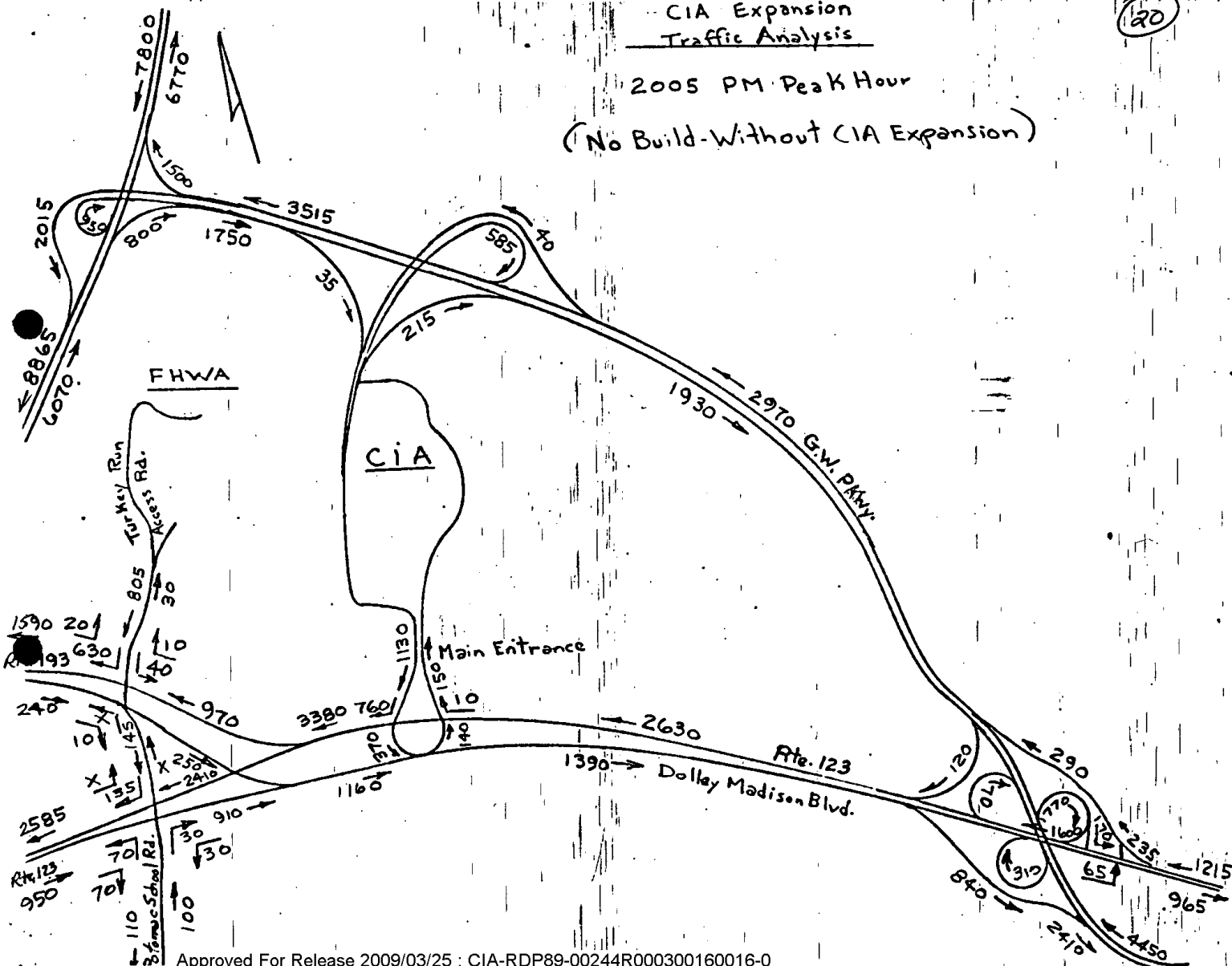


CIA Expansion  
Traffic Analysis

(20)

2005 PM Peak Hour

(No Build-Without CIA Expansion)

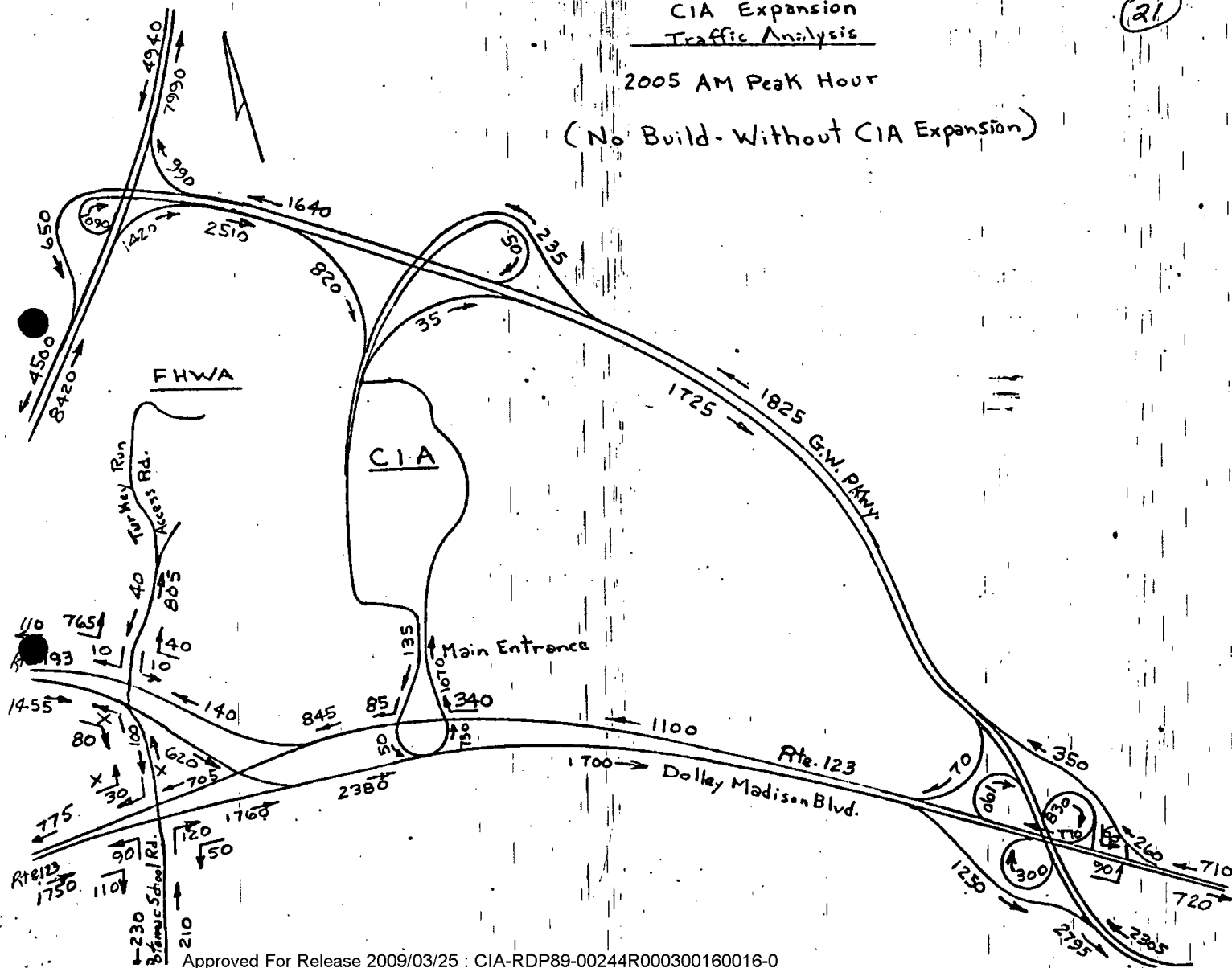


CIA Expansion  
Traffic Analysis

(21)

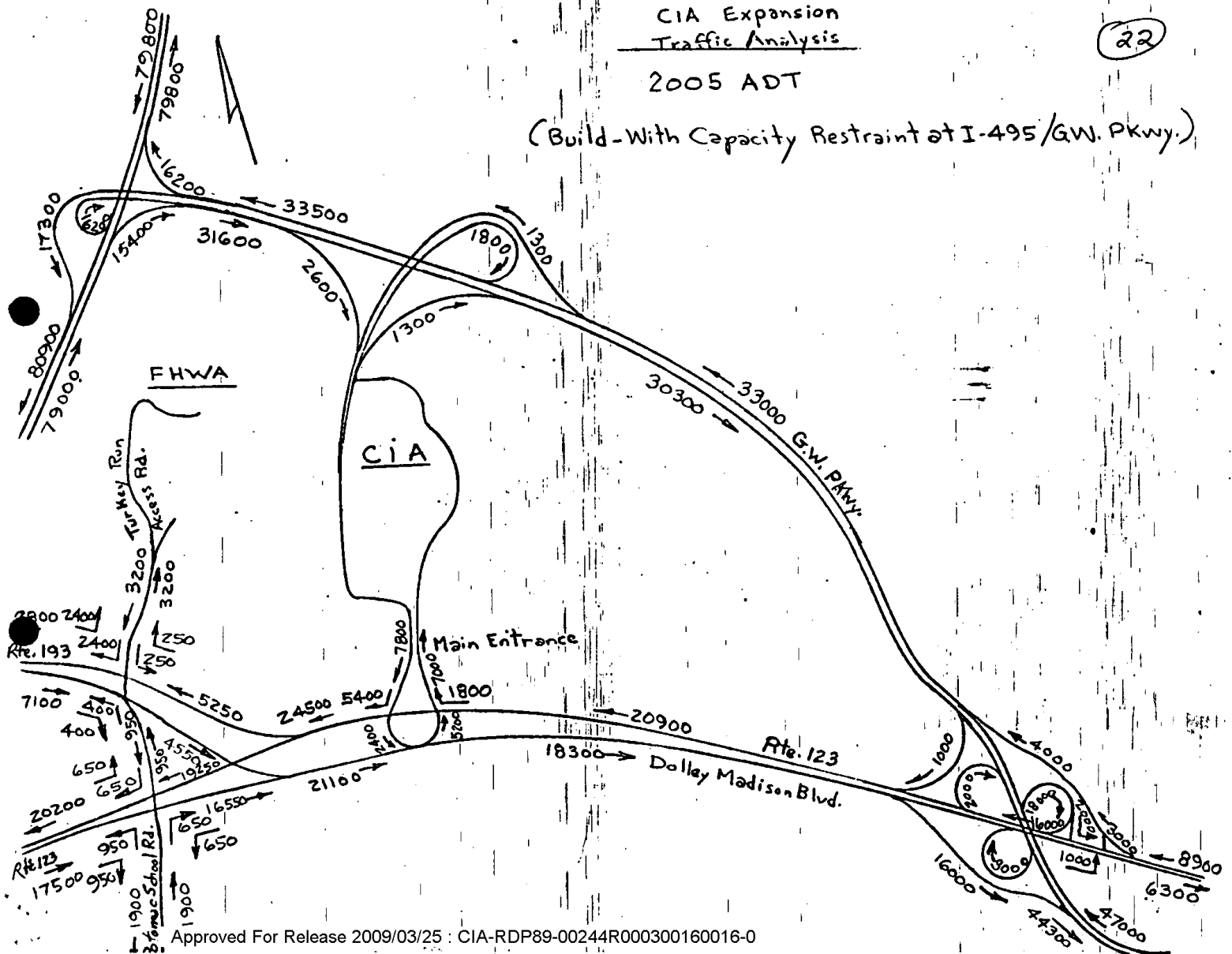
2005 AM Peak Hour

(No Build - Without CIA Expansion)



(Build-With Capacity Restraint at I-495/GW. Pkwy.)

22





CIA Expansion  
Traffic Analysis

2005 PM Peak Hour

(Build With Capacity Restraint at I-495/G.W. Pkwy.)

23

